



AF/3724

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40 Supplement
to Appeal
Brief
3/28/01
M. Hart

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In the Application of)
Rene Langhans) Examiner: C. Goodman
on ROTARY CUTTING UNIT) Group Art Unit: 3724.
Serial No.: 08/883,685)
Filed on: June 27, 1997) (Our Docket No. 2821-193)

Hartford, Connecticut, March 21, 2001

Hon. Assistant Secretary and Commissioner
of Patents and Trademarks
Washington, D.C. 20231

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Appellant's Supplement to the Appeal Brief

SIR:

This Supplement is provided to the Appeal Brief refiled on February 28, 2001 in response to Examiner's January 29, 2001 Notice of Non-Compliance. The appeal was taken from the Final Office Action mailed March 8, 2000.

The enclosed four documents are submitted as evidence that pin wrenches for adjusting threaded members through-a-slot exposing the member have been in use since prior to 1924 when production of the Stanley Steamer ceased. (Please see the highlighted text in the documents). See Stanley Steam Car Handbook, pages 1-3, and Figure 3, showing Adjusting Screw and slot.

Please also see Stanley Museum Newsletter, March 1987, p.1,

discussing construction of a pin wrench and Figure "The Steam Automatic" showing adjusting screw ref. no. 434 used in a Stanley Steam car. Moreover, please see Stanley Museum Newsletter, June 1992, p. 1, and Figure 460 in the second column showing adjusting screw ref. no. 464 used in a Stanley Steam car.

Furthermore, pin wrenches today are staple commodities of commerce available from sources such as catalogue houses. (See excerpts from the 1995 McMaster-Carr Supply Company catalog showing pin wrenches and pin punches).

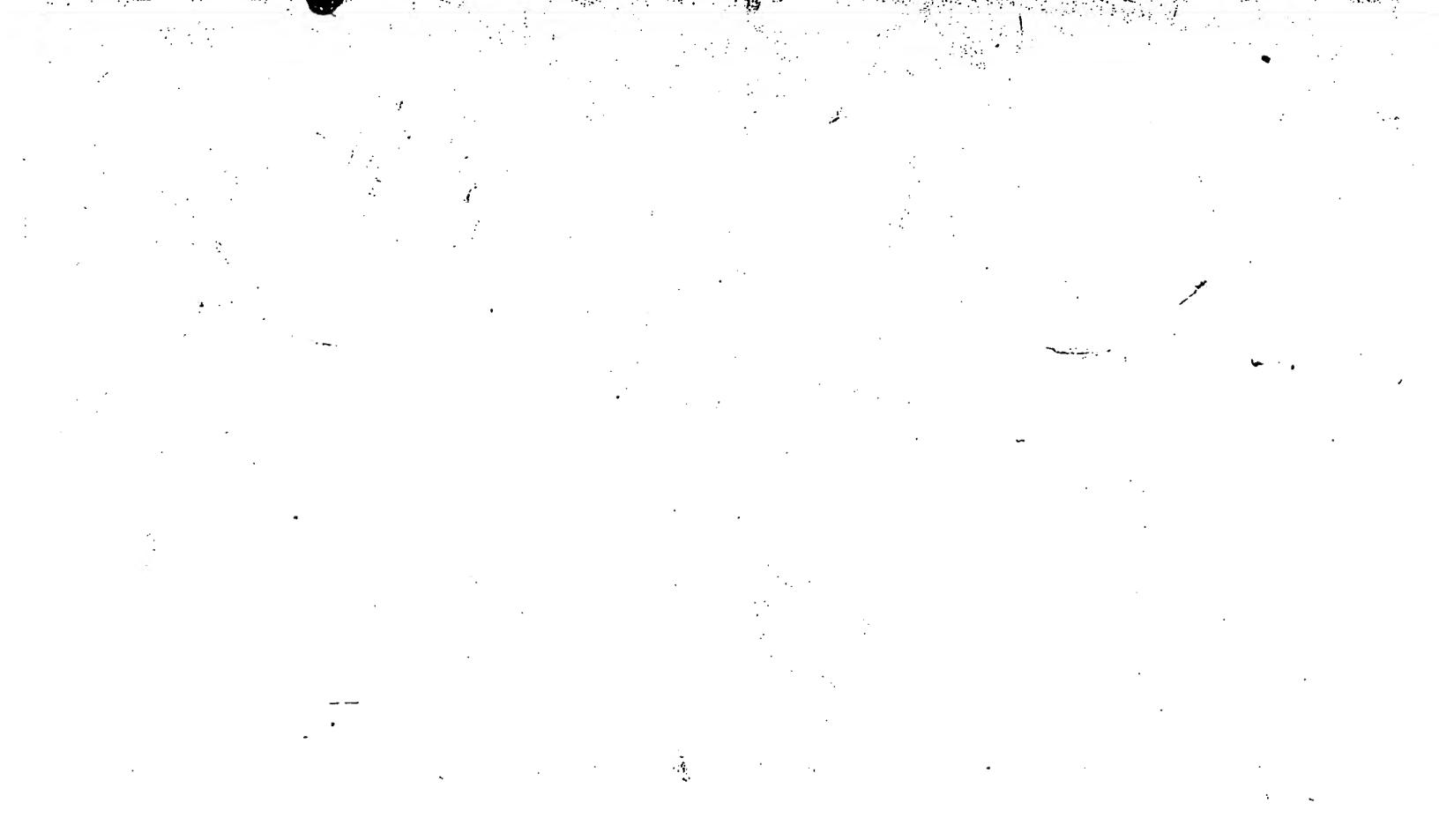
The enclosed documents have been recently drawn from a variety of sources to show that persons skilled in the mechanical arts have been well versed in the use of pin wrenches for adjusting threaded members for 75 years or more. Detailed elaboration on pin wrenches and their use should therefore not be necessary in the present patent application.

While Applicants believe no fees are due upon filing this response, please charge any deficiencies in fees associated with the filing of this amendment to our Deposit Account No. 13-0235.

Respectfully submitted,

By Michael T. Clorite
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FOREWORD

There is nothing mysterious about a Stanley car. Its wheels, axles, chassis frame, body, radiator, steering gear, brakes, storage battery and dynamo are similar to other cars. Its power plant and power control are different and are very simple. The power plant consists principally of

A simple two cylinder double acting steam engine, which is attached rigidly to the rear axle, so that the engine and rear axle; in fact, the whole driving mechanism is a unit, attached to the chassis frame at three points.

A boiler which supplies steam to the engine.

A kerosene burner which supplies heat to the boiler.

A set of tanks and pumps which automatically supply water to the boiler, fuel to the burner, and lubricating oil to the engine cylinders.

A set of automatic valves which control the supply of water to the boiler and fuel to the burner.

A radiator which condenses the exhaust steam and returns the water to the water tank.

A storage battery which supplies current for light and for starting the pilot light.

A dynamo which automatically charges the storage battery.

The power control consists of a throttle lever and a reverse pedal.

Mechanical knowledge is not necessary in order to drive a Stanley car successfully, but a thorough understanding of the car will assist one to get the best results under all conditions.

STANLEY MOTOR CARRIAGE CO.,

NEWTON, MASSACHUSETTS

0018271

Article 2: To Steam Up (Continued)

See Fig. 3

TO STEAM PRESSURE GAUGE

ADJUSTING SCREW

PACKING NUT

PACKING NUT STOP SCREW

SIPHON VALVE

WATER LEVEL INDICATOR BODY

UPPER TRY COCK

LOWER TRY COCK

FIG 3 — LEFT SIDE OF BOILER

Open the lower try-cock at the bottom of the water-indicator which is between the boiler and dash on the left side, and see that runs out of it.

If it does, it indicates that the water in the boiler is above this and that is sufficient for steaming up.

More does no harm but will take more time to raise steam.
If no water runs out read Paragraph 3 of Article 4.

Repair of the Stanley Steam Automatic

By Ole B. Vikre

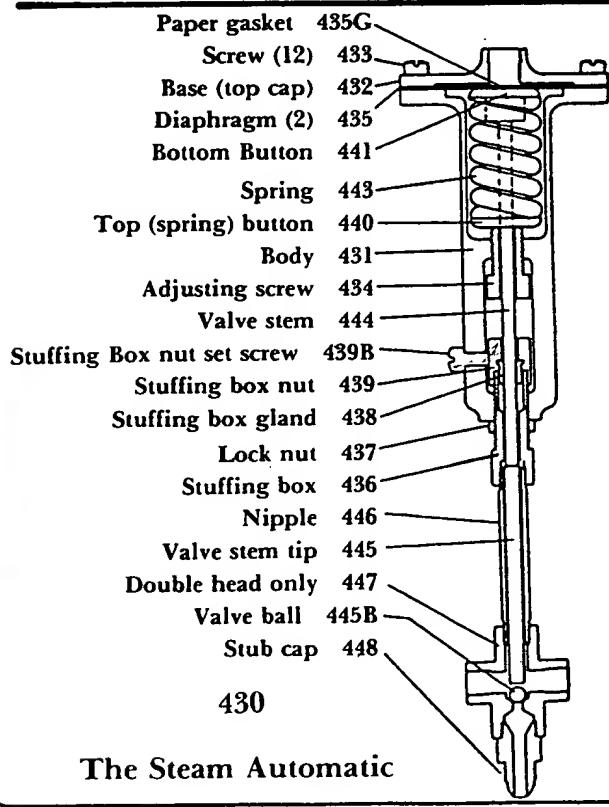
The steam automatic valve, pc. #430 (like the fuel automatic, pc. #460, see STEAM TALK article June 1986, Volume V, Number 1) is a simple diaphragm operated valve, although it works conversely to the fuel automatic.

Clean the parts with pilot fuel, and wire-brush the body, top cap, and double cap (pc. #'s 431, 432 and 447). Then machine the two twelve-hole surfaces by taking a light skim-chip to provide perfectly planed surfaces. Two 0.014" annealed beryllium copper diaphragms and a paper gasket are held between these two surfaces by means of twelve 1/4"-20-NC fillister-head screws 9/16" long.

Machine the seat in the double (or single) head (pc. #'s 442 or 447), after removing the nippel (pc. #446). This is done by turning an adapter in your lathe with a 5/8"-20-NS thread to receive the head. Using a "Letter R" drill (0.339" dia.) ground to 90 degrees included angle, just skim the seat until bright all around. Then, use a flat-bottomed "Letter R" drill to clean the shelf around the seat.

Polish the stem, particularly in way of the packing, using Crocus cloth as the final abrasive.

Assemble the double head, nipple, and stuffing box (pc. #'s 447 (or 442), 446 and 436). Screw this assembly onto the same adapter used to machine the seat and ascertain that these three parts are in perfect alignment and run true.



The Steam Automatic

With the stem and ball in place, and before assembling the spring-case portion of the valve, pack the stuffing box.

Run a #16 drill (0.177" dia.) through the six holes in the adjusting screw and the stuffing box nut. Make a pin wrench from a piece of 1/4" drill rod about 3" long, turned down to 0.175" for a distance of 1/4" on one end. Chamfer each end 1/64" x 45 degrees to knock off any sharp edges. Then heat the small end red hot with a torch and quench in cylinder oil. This will toughen the wrench sufficiently to adjust your stuffing box nut and adjusting screw.

Assemble valve. Use Permatex cement on both sides of the paper gasket. Place the gasket against the twelve hole surface of the base, or top cap. Insert two fillister-head screws (180 degrees apart) through the top cap and gasket. Then put the two diaphragms in place. Bring the top cap and the body together and screw the two screws finger tight; then install the remaining ten screws.

Holding the body in a vise (using copper jaws), tighten the twelve screws evenly, using a heavy-duty screw driver and a 6" adjustable wrench. After assembly, bring the adjusting screw (pc. #434) up against the top spring button (pc. #440), and compress the spring about three complete turns.

With the locknut (pc. #437) backed off as far as it will go, tighten the assembly consisting of the stuffing box, nipple, double head, and stub cap (pc. #'s 436, 446, 447, and 448) until the stem holds the ball firmly on the seat. Then, back off the assembly 3/4's of a turn and set the lock nut (pc. #437) against the body (pc. #431).

Check the stuffing-box nut and adjust for proper tension. Tighten the stuffing box nut set screw, making sure that there is clearance between the end of the set screw and the stuffing box nut.

Using high pressure air, set the valve to shut off at the desired pressure, usually between 500 and 600 psi. Using the heaviest duty spring in the body should make this valve work with a maximum differential of no more than 25 psi.

If these instructions are followed carefully, this valve should give trouble-free service for many years. □

445 Valve stem tip. Many times the valve stem tip and the valve stem (pc. #'s 445 and 444) are combined into just one stem the diameter of the valve stem.

442 Single head. This fitting, which contains the seat and valve ball (pc. #445B), was available with either one side outlet or two (pc. #447).

449 Wire gauge strainer. Although seldom found, the parts list calls for a strainer which is retained within the single head (pc. #442) or the double head (pc. #'s 447 or 447A) by means of the stub cap (pc. #448).

Stanley Fuel Automatics: A Modification

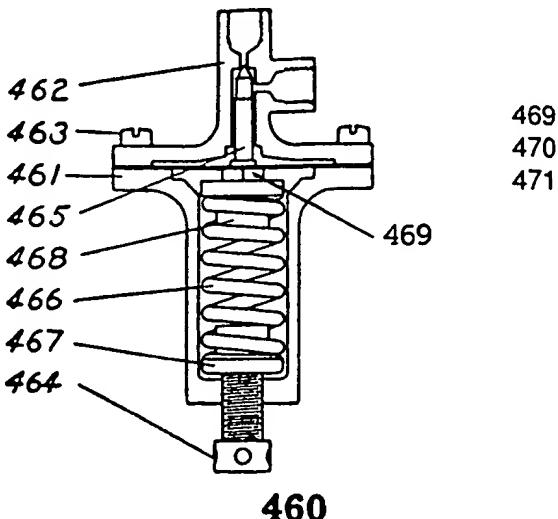
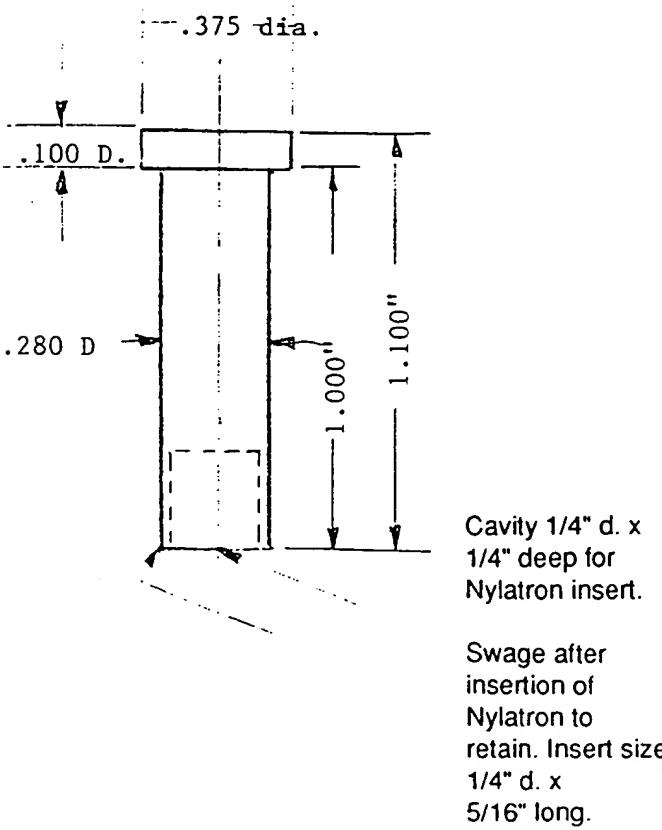
by Ole B. Vikre, Jr.

I first heard about this "fix" several years ago when I asked Ole's son-in-law, Brent Campbell, why he didn't bother to shut his pressure retaining valve when he parked his car for any length. How nice not to lose all your fuel pressure because you forgot to shut it at the end of the day! I've been asking Ole for this ever since, so I'm especially happy to present this article now.

The Stanley fuel automatic, part #460 in the Stanley parts catalogue, has been manufactured in three distinct styles:

- Exactly as shown in the parts catalogue as #460 — see drawing;
- With the lower spring seat, parts catalogue #468, sitting directly on the diaphragm without the hex nut, #469;
- The style used in the condensing cars, which has an additional part, shown in the

PIECE #1



article as piece #2, with a 7/16"-20 thread, made completely of 5/8" hex brass. It originally had a hardened steel insert that served as a seat, a spring-loaded needle also made from steel, and used a dimpled diaphragm. The needle, parts catalogue #465, and its mating seat, which was pressed into the 7/16"-20 end of piece #2, were both hardened steel. These pieces soon rusted and otherwise deteriorated, causing leakage.

This "new" modification uses one each of pieces #1, #2 and #3, as shown, plus a gasket and diaphragm (without a hole). It also employs a Nylatron insert (also called molybdenum-filled nylon) 1/4" in diameter x 5/16" long. This insert is placed into the end of piece #1 and swaged in place. After swaging, the end is machined square with the axis of piece #1.

If your fuel automatic is exactly like #460 in the parts catalogue, the area in the way of the pin (or needle) will have to be carefully enlarged to accommodate pieces #1 and #3, finishing the bottom face with a flat-bottomed drill a few thousandths of an inch larger than the o.d. of your small spring, piece #3 (.422-.425").

The next step is to make up a sleeve from scrap brass the same i.d. and o.d. as the small spring, piece #3, but only 7/8" in length. Using this sleeve in place of the small spring, install it along with piece #1 into the valve cavity of parts catalogue #462 which you previously machined with the flat-bottomed drill.

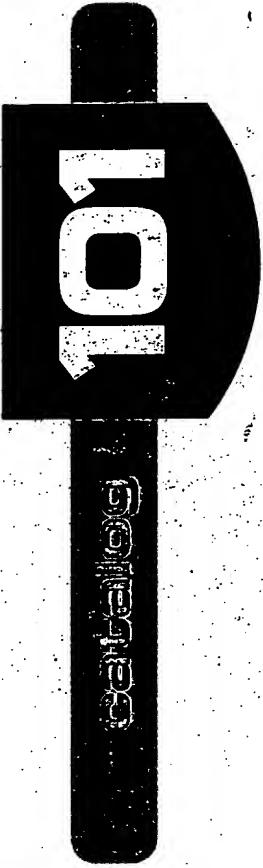
The .375" diameter button on the end of piece #1 and the gasket surface of parts catalogue #642

continued on Page 15

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DAMAGE CLAIMS: If your shipment appears damaged, do not pay the freight bill unless damage has been marked on it by the carrier.

RETURNED GOODS: Your complete satisfaction is our sincere desire. We ask only that you please call our Sales Desk or write to our Adjustment Department for shipping instructions before returning merchandise to us.

RESPONSIBILITY: Information herein is as supplied by the manufacturer of the item. While we believe it to be generally correct, we do not guarantee it.

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